



The final phase of construction at the Heber City Airport began a few weeks ago. The project began in 1986, with total restoration of the runway, followed by a miscellaneous improvements, like a new apron and tie-downs. Last year, the new road to the facility was built. By September, a new taxiway will be completed and the runway will be extended 2,500 feet, for a total length of 6,900 feet. The total cost of improvements since 1986 is \$1.885 million, 91 percent of which has been funded by the Federal Aviation Administration, with the balance equally divided between Heber City and the State Aviation Administration. In addition, 20 new hangars have been built by plane owners, and the fixed base operator, Lee Rowser, has made other improvements. 15 MAY 1991

worthless if it isn't credible and the Brighton issue is too important to allow the truth we print to be discounted. Therefore, we must defend our credibility.

The editorial staff of *The Wave* has been accused of publishing inaccurate and limited information—whatever supports Brighton's expansion into the county. Libelous charges that we are "in the pockets" of the Brighton developers are being spread, although our accusers have never charged us face to face. Since we are dedicated to publishing objective, accurate news reports, and we are the only news medium in the county, we hope anyone looking for truth will ask the rumor mongers what they base their charges on and to produce some evidence.

For the record, the editorial staff of *The Wave* neither supports nor opposes Brighton's proposal. It could be one of the best or the worst things that could happen to the county. If we decide to take an editorial position on the matter, it will be only after enough facts are in to convince us that the county has a great deal to gain or lose from the expansion.

However, we become incensed when we see a tidal wave of misinformation, rumor, and outright lies assail the public intelligence.

We read both the preliminary proposal, released by the developers last fall, and the Draft Environmental Impact Statement (DEIS), released last month by Bear West, the U.S. Forest Service's consulting team. Information that contradicts both documents has been circulated as factual. We feel responsible for making sure that public opinion is based on fact, whichever way it may swing. Therefore, on Sept. 26, we countered a widely-distributed, anonymous, deceptive circular by quoting a Brighton spokesman and from the developers' printed proposal; on April 24, we devoted 50 inches to an outline of the DEIS in an attempt to head off another deceptive campaign.

Now we learn that "somebody" claims to have proven, item by item, that our first report was totally inaccurate, but the alleged errors are not specified. In addition, "somebody" claims the DEIS backs up the grapevine version.

In our quest for truth and accuracy, we took those claims seriously and compared our reports with the DEIS. What we found was that our first

Dear Editor: After carefully studying the Brighton Expansion Draft Environmental Impact Statement (DEIS) and the associated economic and traffic analysis reports, the following observations can be drawn from the DEIS. These observations are supportable from excerpts of the DEIS, and are summarized in a 31 page response document prepared by this writer, which is available for review upon request.

Summary Of Brighton DEIS Issues: The expanded Brighton will be the second largest capacity resort in the state.

Brighton desires access to their Cottonwood resort from Wasatch County for a wide variety of reasons. Cottonwood parking and transportation are near capacity and may force the transportation issues to the Wasatch side.

A biological evaluation of certain sensitive flora and fauna has not been executed.

The diversion of Brighton's two shares of Midway Irrigation water has not been approved and may be contested. Certain Cottonwood water sources appear to be seasonally inadequate.

A Snake Creek snowmaking plan, source of water, definition of acreages and depths, and calculations of losses has not been submitted. Brighton proposes snowmaking for up to 1/3 of the Snake Creek terrain.

Fishing and riparian habitat in